

BOEING - TORRANCE

Management Meeting Minutes #04
June 6, 2000

**ATTENDEES:**

S. Mario Stavale (MS), BRC
Gary Powley (GP), BRC (partial)
De De Soto (DS), BRC
Gregory Stewart (GS), TA
Deryl Robinson (DR), SL
Fred Wallitsch (FW), SL
Peter Murphy (PM), KJC
Michael Young (MY), IES

DISTRIBUTION:

Attendees
Steve Shestak (SS), BRC
Kent Haggerty (KH), SL
Mark Burkholder (MB), NE
Charles (Rus) Purcell (RP), KJC
Johnny Marasco (JM), BRC

LEGEND:

BRC = Boeing Realty Corp.
SL = Snyder Langston
KJC = Kennedy/Jenks Consultants
TA = TAIT & Associates
IES = Integrated Environmental
NE = Norcal Engineering

ITEM	RESP.	DUE DATE	DISCUSSION
01.01	GS/JM MS		BID DOCUMENTS – <u>Update 05/24/00:</u> Discussed demolition bid package. A copy of the preliminary scope list is attached. <u>Update 6/6/00:</u> Fred distributed drafts of the demolition bid package and bidders list. Mario suggested addition of CST.
01.03			ENVIRONMENTAL REVIEW – <u>Update 05/24/00:</u> Completion of investigation and report expected by late July. <u>Update 6/6/00:</u> Report completion is delayed to mid August.
01.04			BUILDING REMEDIATION PROGRESS - Boeing has already started abatement work and it continues. <u>Update 05/24/00:</u> Building 1 & 3 are almost finished. K-J is drilling test holes. <u>Update 6/6/00:</u> Correction: K-J has not started drilling any holes.
01.05	MY		SCHEDULE – Target start of demolition is July 1, 2000. <u>Update 05/11/00:</u> Building 66 may move into Phase 2. Characterization work may also impact. Michael Young is requested to provide updates. <u>Update 05/24/00:</u> The water well #2 must be exposed, inspected and re-abandoned. This effort should start right away. In the meantime it should be protected carefully. <u>Update 6/6/00:</u> The demolition target start date is moved back to August 1, 2000.
01.06	DR/GS GS		DRAINAGE & GRADING – <ul style="list-style-type: none"> It was agreed that existing storm drain will remain active in place during Phase 1. Precautions will be taken to ensure positive drainage of all pads after Phase 1. This is expected to require a small amount of work. Storm drains will be removed towards end of Phase 2, at which time the site will be graded to approved grading plans. <u>Update 05/11/00:</u> Discussed value engineering of grading plans. SL and TA will both look at potential alternatives to reduce amount of import. <u>Update 05/24/00:</u> Greg reported that the import estimate based on approved grading plans is 270,000 CY. Re-designing would create problems with City of Los Angeles in that it would potentially open up another review of the hydrology. Greg explained that there is an option to

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ITEM	RESP.	DUE DATE	DISCUSSION
			add internal storm drains, do minor grading revision, and reduce import. Greg will continue studying and report. <u>Update 6/6/00:</u> Mario directed not to re-visit the drainage issue with the city, which requires that the grading plans not be changed. After discussion, it was agreed that Tait would produce an interim rough grading plan that minimizes the amount of import requirement until required by land sales.
02.00			CONCRETE CRUSHING – Discussed contract requirements. Agreed that the demolition contractor will have responsibility to remove material from the site and the right to sell it. <u>Update 05/24/00:</u> A crushing spec is required as an option to use salvaged concrete in the onsite fill. <u>Update 6/6/00:</u> Bid package will be written to give Boeing the option to either buy back the crushed concrete at a set price or let the subcontractor dispense of it.
02.01	GS		GEOTECHNICAL – Deryl distributed stamped originals of Norcal Engineering's specifications for working with below grade structures. <u>Update 05/24/00:</u> Greg will call Norcal and request import specs.
04.01			HAZMAT PROCEDURES – <ul style="list-style-type: none">• Owner will have a full time rep on-site who will be notified immediately on discovery of any suspicious materials.• Subcontractor shall be required to have OSHA c/o HR trained individual on-site to watch for hazardous materials.
04.02	SL SL TA		PERMITS REQUIRED- SCAQMD- By contractor Truck Routes- By contractor NPDES- Greg will pursue and advise
04.03	SL		TRANSITE WATER PIPE- This is not included in Boeing's existing abatement scope. Abatement of them will be dealt with as necessary as additional scope.

These meeting minutes shall be considered correct unless written notice to the contrary is received by Snyder Langston within five (5) business days of issuance. The next scheduled meeting will be Tuesday, June 13, 2000 @ 1:30.

Respectfully submitted,

Deryl Robinson

Director, Preconstruction Services

DR/ks